

## YACHTS OF THE SEA

Rivalry in Steamer Building Between Money Kings.

## FINE PALACES ON THE WATER

The Coming Test Between Our English and American Built Pleasure Craft—Some Experiments.

With men of millions there is always the desire to set the pace for the money kings, whether it be in building a palace, a private train of cars or a steam yacht. The rivalry in building



MR. CORNELIUS VANDERBILT.

mansions in this country has cost the price of a multi-millionaire's home up to about \$5,000,000, and John D. Rockefeller spent that amount of his earnings in oil for his residence on the Hudson.

As the record stands now Dr. W. Seward Webb, son-in-law of the Vanderbilt, possesses the costliest and fastest private train, while Mr. William K. Vanderbilt at the present time owns the largest steam yacht in the



MR. J. J. ASTOR'S ELECTRIC LAUNCH.

world—the Valiant, just launched from an English ship yard. The Valiant is a steel boat 300 feet long and is expected to make from 18 to 20 knots an hour. When Mr. William K. Vanderbilt's \$45,000 yacht was run into by a schooner in New York harbor a year or so ago, it was unfortunate for Mr. Vanderbilt, but very fortunate for the builders of steam yachts. Failing in his attempt to raise the Alva Mr. Vanderbilt determined to build a new yacht that would eclipse anything of the class afloat. The Alva, which was 300 feet long and the largest private



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steam yacht in the world when she went down to the bottom, was not a very fast craft. It always annoyed Mr. Vanderbilt when reference was made to the fact that Jay Gould's Atlanta boat the steam-yacht record for boats of her size. So when the multi-millionaire decided to build again one of the provisions in the contract with his builders was that the Valiant should make at least 18 knots an hour. He wanted to be able to say that he owned the largest, costliest and most speedy steam yacht in the world, and thus keep up the reputation of the family for being the leaders in palatial steamer building, and also keep fresh the memory of Commodore Vanderbilt. The commodore would have a new boat built at once if an Astor or a



C. W. CORNWELL'S THIRTY MILE AN HOUR YACHT.

great millionaire had dared to take the leadership. His son will have spent, it is told, \$5,000,000 on the Valiant before she reaches her finishing touches. When she built the Valiant 300 feet long, 55 feet more than the Alva,

Mr. Vanderbilt believed that he had reached the limit in the size of a private steam yacht, and that some of the money kings who were spending to the construction of the steam yachts would think of building a larger boat.

Not so, though. His old rival in palace building, Mr. John D. Rockefeller, after waiting to get the beams of Mr. Vanderbilt's yacht ordered one for himself. He has just given the contract for building a steam yacht 300 feet long, capable of a speed of 21 knots an hour, to the Grays of Philadelphia. Everything about the boat will be of American make, and I am informed on good authority she will cost when completed in ten months about \$500,000. In point of palatial fittings she will excel any craft of royalty or American money prince afloat. This boat will, it is expected, be more than a match for the English yacht Valiant.

Now the cable tells us that Mr. William Waldorf Astor, who took up his residence in England after the New York newspapers published his obituary recently, is also about to build a mammoth steam yacht some 30 feet or more greater in length than the Valiant. But it is the plans of Mr. John Jacob Astor that interest American yachtsmen the most, for that gentleman remains on this side of the big pond.

As books and literature were Mr. William Waldorf Astor's hobby, electricity is Mr. John Jacob Astor's. Mr. Astor has been an enthusiastic devotee of the goddess of electricity for a number of years, but it is only recently that he expressed a desire to own a yacht propelled by electricity. He is now having designed a yacht about 170 feet in length to be propelled by electricity, so great is his confidence in the advancement of the mysterious power that Wizard Edison has done so much to chain.

At Mr. Astor's private dock on the Hudson, just north of Rhinecliff, N. Y., there is now to be seen a 40-foot boat that can accommodate twenty-five persons without crowding. This boat is propelled by electricity, and it is because Mr. Astor is said to be so well satisfied with her that he has decided to add experiment with a yacht more than four times her length which he expects will attain speed quite as great as the steam-propelled Valiant.

This new electric boat owned by Mr.



MR. J. J. ASTOR'S ELECTRIC LAUNCH.

Astor is of more than passing interest to all interested in marine matters. It foreshadows the development of this application of electricity under the patronage of a progressive gentleman of wealth.

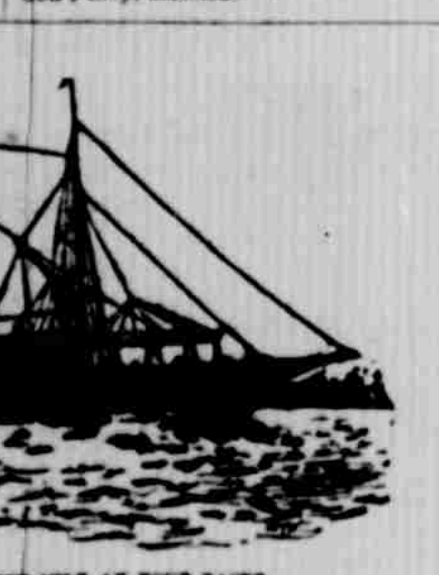
Although the use of electric launches is well established abroad, where they can be found on the Thames, they are a novelty in this country owing chiefly to the protracted litigation on the subject of storage batteries. This litigation has extended over several years, but has recently terminated, and Mr. Astor was the first to take ad-



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vantage of that fact. The Alva was launched in 1886 and her length, 300 feet, was considered gigantic for a pleasure craft. The Atlanta claims to hold the record, 31 miles an hour, in a race on the Hudson with the Mary Powell, a passenger steamer. Mr. Egan was very proud of his boat. Norman L. Murray's steam yacht covered a mile on November 8, 1891, in 2 minutes 13.25 seconds, and now it remains for our moneyed men to establish a new record for steam yachts, which I believe of course they will shortly do. Watch out for that Astor electric yacht. Every yachtsman in the country has his eye on her.

A Hard Question.  
"Birds come back in the spring, don't they, mamma?"



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"Yes, dear."  
"Well, will my money, which I've away last year, come back to me then?"  
—Harper's Young People.

A Secretary's Explanation.  
"Gentlemen, will you have some eggs?"

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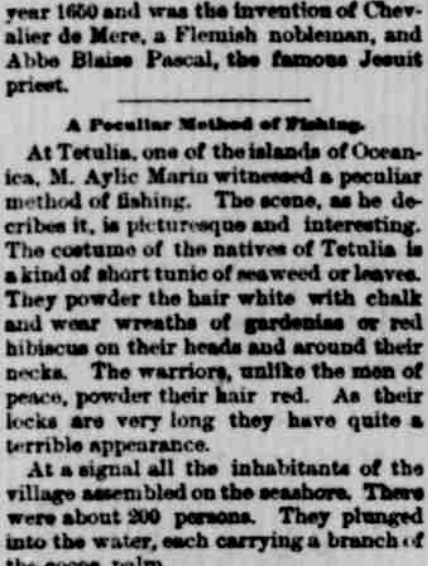
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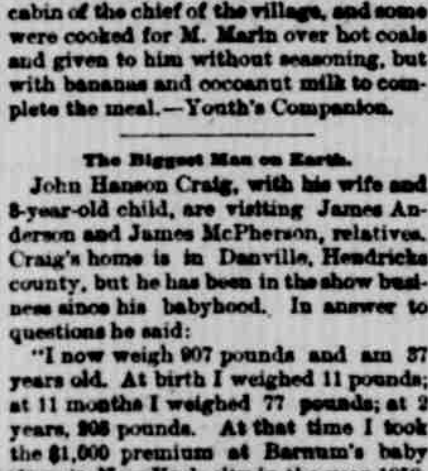
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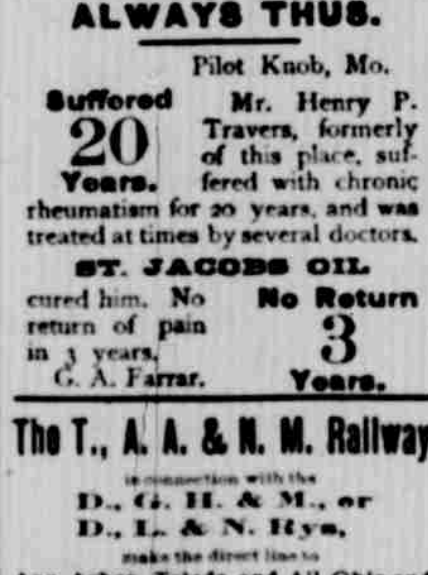
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The board of supervisors of Ottawa county will receive proposals for the erection of a new court house in the city of Grand Haven, Mich.

Plans and specifications can be found on and after June 7, 1905, at the following places:  
George D. Turner, county clerk, Grand Haven, Mich.  
Van Schelven, secretary of building committee, Holland, Mich.  
W. K. Johnston, architect, No. 611, The Trust Building, Chicago, Ill.

Sealed proposals, properly endorsed on the outside, will be received by the county clerk, up to and including June 12, 1905, at 12 o'clock noon.

Each bid is to be accompanied by a certified check of five hundred dollars, as a guarantee that the party will enter into an agreement within five days after awarding of contract, for the erection and completion of the building according to the plans and specifications and conditions required for the amount named in his bid. The board reserves the right to reject any and all bids.

By order of the Committee on Buildings of the Board of Supervisors:  
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